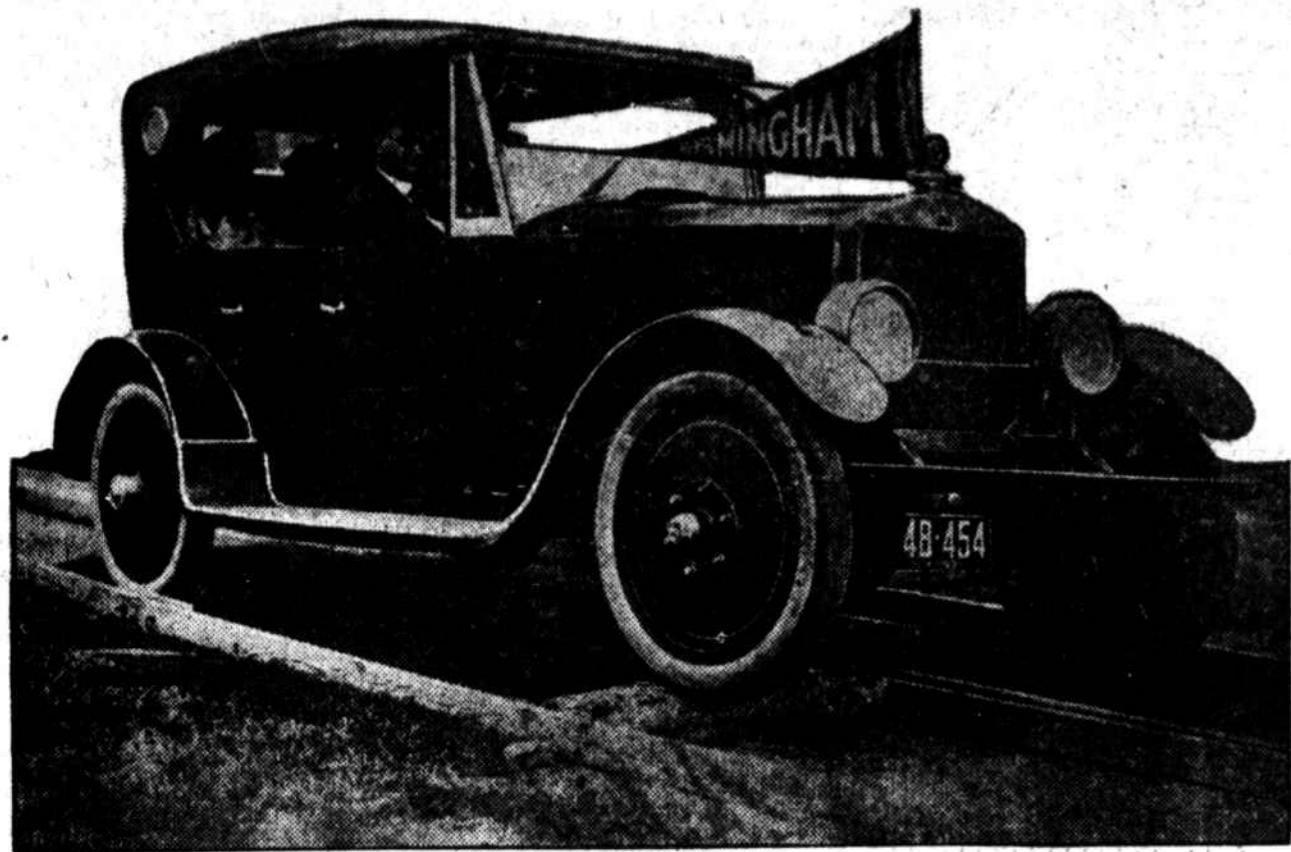


## BIRMINGHAM "NO AXLE" CAR IS DEMONSTRATED OVER THE ROUGH



The riding qualities of the Birmingham car were demonstrated before large crowds three evenings this week. An attractively finished sedan model was driven at practically road speed over logs which were surmounted with apparent ease. The test was a novel one and excited considerable interest among motorists.

## BETTER SERVICE GOAL SOUGHT BY AUTO REPAIRERS

Organizations in Several Cities Aim to Protect Owners From Extortionate Charges.

Seven new automotive service associations have been formed during the last year to promote the welfare of the car owner by raising the standards of repair work and by discouraging service stations that engage in unfair practices.

The growth of motor transport to a point where more than 9,000,000 vehicles are on the road, has called for a corresponding increase in the science of the care of these vehicles. Certain individual companies have developed an efficient service policy, but local co-operation of service men for the sake of maintaining standards is comparatively new.

Service station men have found it desirable to have an association which will fight the irresponsible repair shop whose sole interest is to "kyp" the public. The shop of unfair standards can make unnecessary repairs, use inferior parts and indulge in other practices immediately profitable, but in the long run damaging to the entire business. If any one service man protests against such practices by a rival he is likely to be accused of trade jealousy. A service association, however, can help protect the public and the good name of the trade.

Service association also make for efficiency in repairs. They permit a study of the local situation and the exchange of ideas on economical repair methods.

The seven new associations formed

### Auto Production

Production reports from the car and truck factories of the country show that the automobile business in the second quarter of 1921 was 87 per cent of the corresponding period in 1920, due largely to the fact that one of the chief manufacturers is operating at 136 per cent of the 1920 basis. The other makers, however, are going on a 57 per cent basis and are manufacturing at 107 per cent, or more than double, the rate of the first quarter this year. Motor truck production is more than one-third better than it was during the first quarter.

this year are: Worcester and Springfield, Mass.; Syracuse and Buffalo, N. Y.; Hartford, Conn.; Pittsburgh; Charlotte, N. C. Other associations already established are:

Automotive Service Association, of Baltimore; Automotive Service Association, of Brooklyn; Automotive Service Association, of Denver; Automotive Service Association, of Indianapolis; Northwest Automotive Service Association, of Minneapolis; Automotive Service Association, of Newark; Automotive Service Association, of New York, N. Y.; Motor Maintenance Association, of Omaha, Neb.; Kings County Automotive Trades Association, of Seattle, Wash.

### Tourists Have Camp.

The motor tourists' camp, at Denver, Colo., has a 24-room clubhouse with a grocery store, meat market, kitchen, lunch counter, barber shop, billiard room, shower baths and laundry. There is a filling station and motor accessory shop at the park entrance. Tourists register at the park gate and are given free permits entitling them to occupy their assigned camp lot for two weeks.

## PERMANENT REPAIRS TO MAKE TIRES LAST

Blow-out Patch is Weak Spot In Tire, Continued Use Bad.

Trying to make a blow-out patch do the job of a permanent repair is a good way to ruin tires. The tire patch is a first-aid treatment to meet emergencies, but as soon after the blow-out as possible it should be removed and a permanent repair made. Unless this is done, the casing will have one weak spot that is constantly growing weaker.

A blow-out patch does not unite itself with the rubber stock in a tire. It remains separate, and, during the warping that takes place while the tire is in motion, chafes against the ragged edges of the cut in the casing. In time the whole reaches such proportions that it becomes difficult if not impossible to repair.

When a tread cut is responsible for the blow-out, Miller tire men say the result is usually a clean-cut hole. Severe bruises ordinarily produce a ragged hole. Where the fabric is raveled or torn apart, fabric separation is often the cause. The standard make tires offered the motorist today will not blow out in their prime if they are treated with care. Driving over broken glass, into curbs, into road holes and against rocks is usually responsible for loss of proper mileage. The safest way is to have your tires inspected regularly by a tire man. He can eradicate the cause of future trouble before it is too late.

### Checking Auto Trucks.

The Pennsylvania Public Service Commission, State Highway and State Police Departments are united to check operators of heavily loaded trucks on the main highways of the State without certificates of conveyance from the commission and in a manner of damaging the roadways.

## IF CARS TALKED

By J. H. YEOMANS.

Did you ever wonder what some motor car would say if it could talk about its owner? Wouldn't there be some stir around the old fireside if John Gayboy's "six" could fill Mrs. G's ear with a story of the week she was away at mother's. Can't you hear the plea for regular treatment that the owner of the abused car would get?

It doesn't take much imagination to hear in the many foreign sounds that emanate from the car, first requests for inspection and repair, and finally demands for immediate attention.

To the motorist who knows his car certain sounds have meanings that speak as plainly as words—certain sounds are warnings of a trouble which may be safely ignored until home is reached. "I am a bit loose in that left front fender," says the old bus, "but there is no use worrying about that until we get home." On the other hand, the trouble may be serious and the unusual sound uttered by the car may be interpreted to mean, "Pull into the nearest shop, we've got to have oil, or I'll be some sick bus."

What a roasting the speed fiend would get from his motor vehicle after whipping it over the road just to be wild, scaring people—at least scaring 'em—and breaking all traffic regulations. Can't you hear that car saying: "Some fine human you are—pounding me over the old highway just to be wrong—put you on a race track and you would take the gate before the start."

Can't you hear the car with a learner at its wheel spilling just a few words of caution? Wouldn't that car, if it could, do some tall and lofty instructing—it would either make a driver of the beginner in jig time or have him out on his feet.

Imagine what an automobile thief would think when he heard his loot calling for help—screaming, "Some one stop this man—the boss is up in his office and this bird is kidnapping me."

Can't you imagine what that car would say after it had been stopped and the crowd had gathered; can't you hear, "Well, what do you think of that—the boss went right away and left me unlocked—can you beat that?"

Think of the chatter you would get from a car left over the thirty-minute parking limit along the Avenue around Fourteenth street—"Gee, here I've been for forty minutes—I know the boss and I will be pinched—just saw a cop eyeing me like I was a sure enough bad actor—guess he thinks the boss and I are the worst in town. Call this a free country, do they—it may be, but not for motorists."

If motor cars could say what they think when some sales are made wouldn't there be trouble—some old near car would be fair enough to tell its true condition and whisper, "This bird says I am as good as new, but you can take it from me if there is a sound part in me, I don't know it. Remember now, I'm telling you—don't blame me if you never have a decent ride."

"A bus may be down and when it's down it's out."



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33x4 SS	49.59	34.71
34x4 SS	50.88	35.61
32x4 1/2 SS	54.42	38.09
33x4 1/2 SS	55.66	38.96
34x4 1/2 SS	57.09	39.96
35x4 1/2 SS	58.74	41.13
33x5 SS	73.42	51.39
35x5 SS	75.90	55.93

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## NOVA SCOTIA PERSISTS ON "TURN-TO-LEFT" RULE

Despite the influence brought to bear by the Canadian Automobile Association, the Provincial Motor League and other organizations, the Nova Scotia Government could not be induced to change its rule of the road from left to right as many of the Canadian provinces have done.

Because of the difference in the existing road rules in Canada and the United States, there has always been more or less confusion among motorists crossing the border into either country. To the credit of the Canadians it must be said that they were the first to recognize that this

condition should be corrected and set to work immediately to effect a change to conform with the United States regulations. The refusal of the Nova Scotia government to adopt "keep to the right" will now make the situation in Canada more confusing than ever, it is believed by traffic experts.

### Mass is Hard on Ignorance.

Motorists from other States who are convicted of violating any of the automobile laws in Massachusetts must immediately forfeit their non-residence rights and must immediately register their cars in Massachusetts, instead of enjoying the thirty-day privilege.

## Kansas is Auto Law Pioneer.

One of the first laws to regulate motor vehicle traffic in Kansas, enacted in 1903, was the equipment of not less than ten nor more than twenty ropes to, at all times, trail behind the car when in motion. The purpose of the trailing ropes was for the safety of "mangled and bleeding pedestrians."

### Scholars Answer Auto Horn.

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